

TABLE C.—TYPES OF MOTOR ACCIDENTS.

Type of Accident.	Number of Accidents.								
	In Built-up Areas.			In Areas not Built up.			In all Areas.		
	Fatal.	Non-fatal.	Total.	Fatal.	Non-fatal.	Total.	Fatal.	Non-fatal.	Total.
Collisions—									
With another motor-vehicle	17	841	861	23	603	626	40	1,447	1,487
With a railway train	8	23	31	3	10	13	11	33	44
With an electric tram	1	33	34	..	6	6	1	39	40
With a bicyclist	23	846	869	9	114	123	32	960	992
With a pedestrian	37	711	748	21	110	131	58	821	879
With a horse vehicle	1	9	10	..	4	4	1	13	14
With a ridden horse	..	2	2	..	11	11	..	13	13
With an animal	..	2	2	..	19	19	..	21	21
With a telegraph or power pole	7	82	89	5	71	76	12	153	165
With a fixed object	..	1	1	4	5	9	4	6	10
Other collisions	2	68	70	1	73	74	3	141	144
Total	96	2,621	2,717	66	1,026	1,092	162	3,647	3,809
Non-collisions --									
Drove off roadway	2	12	14	10	91	101	12	103	115
Over bank	2	24	26	24	145	169	26	169	195
Overturned on road	1	41	42	16	136	152	17	177	194
Person fell from vehicle	..	13	13	4	25	29	4	38	42
Other	1	15	16	3	9	12	4	24	28
Total	6	105	111	57	406	463	63	511	574
Total accidents	102	2,726	2,828	123	1,432	1,555	225	4,158	4,383

(b) Location of Accidents.

In the section of this report which deals with the traffic census on the main-highway system it was estimated that the urban roads carried 30 per cent. of all motor traffic, the main highways 60 per cent., and other rural roads 10 per cent. Table D indicates that 66 per cent. of the accidents occurred on the urban roads, 28 per cent. on the main highways, and nearly 6 per cent. on the other rural roads. From these comparative figures, which are also depicted graphically by Fig. 5, the accident hazard on a basis of road used by motor-vehicles is seen to be much greater in the urban areas than on the open road, while the hazard on the main-highway system is less than on the other rural roads. In connection with these comparisons, however, it should be remembered that in the urban areas there is also a considerable volume of pedestrian and cyclist traffic which would materially increase the potential hazard.